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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION, DISTRICT FOUR
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DIVISION OF TOLL BRIDGE PROGRAM

SAN FRANCISCO- OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT CONTRACTOR OUTREACH
SAN FRANCISCO, CALIFORNIA
AUGUST 13, 2002
PUBLIC MEETING

ATKINSON- BAKER, INC.
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Reported by: Starr A. Wilson, CSR No. 2462
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SAN FRANCISCO- OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT

A Public Hearing held at the California State Building,
455 Golden Gate Avenue, Basement Auditorium, commencing at 5:50
p.m August 13, 2002, before Starr A. Wilson, CSR No. 2462.

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A P P E A R A N C E S
Tuesday, August 13, 2002 Contractor Outreach Meeting
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1 TUESDAY, AUGUST 13, 2002; 5:38 P.M.; 455 GOLDEN GATE AVENUE, SAN
2 FRANCISCO, CALIFORNIA, BASEMENT AUDITORIUM

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4 MS. PICKER: Good evening, all the participants in the
5 audience for the San Francisco Oakland Bay Bridge outreach.
6 We're going to wait about ten more minutes to see if some of the
7 other guests will arrive, okay? We'll let you know.

8 (The meeting resumes at 5:50 p.m. as follows:)

9 Good evening, everybody. I'm Sara Picker.

10 Okay. I'd like to welcome you. You know, actually, I
11 think there's one more potential small business DBE still out
12 there. Let me go grab that person since there's so few of them,
13 I don't want to start without them, okay? He asked me to give
14 him a minute. He is just talking to someone out at the table.
15 He is doing some of that networking we encourage so that's good.

16 Okay, I'm going to go ahead and start. Hello. My name
17 is Sarah Picker. I'm senior transportation engineer with
18 Caltrans. And I'm your facilitator for the evening.

19 Welcome to the August 13, 2002 Bay Bridge East Span
20 Seismic Safety Project. The purpose of this event is to provide
21 participation of disadvantaged business enterprise in the San
22 Francisco Oakland Bay Bridge East Span and to inform you, the
23 contractors of the subject contract 01012C4 and to provide a
24 forum for businesses to network with potential prime contractors
25 and Caltrans staff.

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1 At the registration table you're given an agenda for the
2 evening. Okay. Let's scroll down. Okay, for tonight's agenda
3 we have opening remarks. We'll have Mr. Paul Hensley, Director,
4 Assistant Director, Caltrans Deputy Director, Deputy District
5 Director.

6 MR. HENSLEY: I thought you promoted me.

7 MS. PICKER: We're going to have Mr. James Fields from
8 the City and County of San Francisco Human Right's Commission.
9 And then we'll talk about the project description. We'll talk
10 about the project DVBE and small business and project DBE and
11 then small business and DBE process. We'll talk about the
12 contract advertising and ditto award process. We'll have a
13 question and answer session and after that we'll have the
14 network session, okay. Paul, I'd like to welcome you.

15 (5:53 p.m.)

16 MR. HENSLEY: Thank you very much, Sarah. I'm Paul
17 Hensley, Caltrans Chief Deputy District Director. And I also
18 have the responsibility for the toll bridge program. I'd like
19 to just go through a few things on this project and the Bay
20 Bridge Project in general because we're having a lot of outreach
21 meetings and there may be some confusion that might occur as to
22 which project we're talking about.

23 The project we'll be talking about today are on the new
24 east span of the San Francisco Oakland Bay Bridge. That is from
25 Yerba Buena Island east to the San Francisco Bridge Toll Bridge

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1 Plaza.

2 We did hold one outreach meeting on July 18 to what we
3 call west of Prolich. That is located in San Francisco just at
4 the touchdown of the anchorage of the San Francisco Oakland Bay
5 Bridge West span and extends to the west passage Transbay

Terminal about Fourth or Fifth Street. That project is a project that consists of entirely of state powers so that as a DVBE cost disabled veterans business enterprise a three percent goal that is required by statute. The projects we're talking about here contain federal dollars and therefore are regulated by the federal regulations and have DBE goals. They do not have DBE goals as set by State statute.

Also we'll hear about the small business goal the department has for all its contracts and all its activities. But, first of all, I'd like to talk a little bit about the projects that we have.

Approximately we have on the east span the first contracts have gone out. We have two contracts under way. There are a little over a billion dollars worth of construction. The projects we're talking about here tonight is an additional \$1 billion worth of construction work over the next three to four years to get out of the way so it is a major investment by the department and a major opportunity for a contractor or small business DVBEs and DBEs to participate in this seismic retrofit contract.

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The first thing I'd like to announce is that we have taken the contract from what we call the self anchorage suspension span and Yerba Buena Island structures which we anticipated putting out as one contract. We have broken that contract up into six contracts as a result of the outreach meetings that we've had and input them in small businesses, the DBE and the five contractors of the bidability of these contracts. And we've done it with the hope that we can have more competition and provide more opportunities for small businesses to participate. We'll talk a little bit about the project.

What I show you here is the project limits for the new east span which extend from the -- on the right or your left from San Francisco Bay Bridge Toll Plaza to Yerba Buena Island. The portion in the toll plaza to the San Francisco Oakland county line is under construction now as the Skyway contract and Keywitt Matson has that. What we're talking about today extends just on the west side of the San Francisco Oakland City limit lines to the Yerba Buena Island. And to go through the contracts that we're going to break it up into six contracts. We'll talk a little bit about them.

The first contract that will go out is what we call W2 foundation. It constructs a foundation in the tower on the YBI Yerba Buena Island contract.

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The next contract that will go out is we have some

buildings we have to demolish on Yerba Buena Island. We will put that contract out while on the W2 contract.

Then we have what we call T1 and E2 foundation contracts for the self link or bridge construction span that will go out.

Then we'll break it up. We have a retrofit of the existing structure just immediately to the east of the entrance to the Yerba Buena Island Tunnel. And also an electrical substation we'll be building there.

Then we have the Vegas contracts which is the construction of the superstructure of the self anchorage suspension span. You see the SAS? That is the self anchor suspension span which is the signature span for the San Francisco Oakland Bay Bridge or most people refer to that pointy thing.

Then we have the last one which is the transition structures that bring the new bridge and connect it to the YBI Tunnel and complete the project. Let me just go back a minute.

We show these construction contracts here. It is about a billion dollars worth of construction for six contracts. There are two other remaining contracts that will be let in future years. One is for the Oakland touchdown which connects the Skyway contract and the San Francisco Oakland Bay Bridge Toll Plaza is entirely within the City of Oakland. That is about a \$140 million contract.

The last contract we have is the demolition of the

existing structure which will take place approximately 2007, 2008 once the new connections were made and the new bridge is open to track it. That contract is somewhere around \$80 to \$90 million and that is demolition of the existing structures. So you can see when you add this contract and west approach, the Oakland touchdown, the demolition, we have about a billion and-a-half dollars worth of construction projects we'll be putting out in the Bay Area within the next three to four years with the exception of a demolition contract which will be a little bit beyond that. So there's a lot of opportunity for small businesses, for DVBES or DBEs, and also for primes. And we'll hope that by breaking it up into smaller contracts we get a lot of competition and we'll see a lot of you working on this contract so I would like to welcome you to the meeting tonight.

Thank you for your participation and we hope to see you out there on the job site.

At this point I would like to introduce Mr. James Fields from the City and County of San Francisco, the Human Right's Commission, to talk a little bit about the opportunities in the City of San Francisco. Mr. Fields.

MR. FIELDS: Thank you, Paul. Good evening, everyone. My name is James Fields. I'm a senior contract compliance officer with the City and County of San Francisco. And the City and County of San Francisco and the City of Oakland has been afforded the opportunity to join the bidding process and the

outreach process and provide some additional support to local small minority women-owned business with respect to the projects that the Bay Bridge offers. Some of you heard my comments before at a previous meeting. I won't go into much more of the same detail. But it was kind of scary because some of the things I said have recently been reported in the paper in terms of the regional economy here in the Bay Area with respect to the types of revenues that are generated by the major industries that San Francisco Airport provides, the Oakland Airport provides, our hotel tourism provides, etc.

These comments are mainly to focus on the importance that when you're spending a billion plus dollars in an area, whether it's San Francisco or any other part of the country there, that it is important to the extent possible that we look beyond the language of the contract and to, as stated in the contract, we do the right thing.

We recognize that a significant portion of the project that which will take place in the construction over the water is -- will be very sophisticated. In terms of the ability for small businesses to participate in the opportunities that we're actually looking for lie in those ancillary services that support a major project infrastructure of this size such as the numerous land-based operations and supply side and materials and equipment, rentals and other types of professional services contracts that come along with a project like this.

And so to narrow my comments down, as we move forward toward this segment of the contracts, and I understand we may be prebidding some of these contracts, that we also use those

opportunities to speak with contractors who may propose to bid the contracts and extend these same remarks to those contractors at that time as we get closer and closer to a successful bidder that will still be a need to speak to that prime contractor about, and their subcontractors about, what the business opportunities are, particularly in a bidding job like this, talk about a lot of steel and a lot of concrete. And there are businesses that are located in the Bay Area that can provide those services.

I'll be around for the remainder of this outreach workshop. If there are any questions, I'll be happy to try to answer them at that time. Thank you.

(6:03 p.m.)

MS. PICKER: You know, I just wanted to address that most of the people here are from Caltrans or from associated agencies. There is only a few small business and potential DBE, DBEs, but I just wanted to re-enforce that we're very committed to our cause to increase the participation and we're going to go through our presentations for the few of you that are here and we're glad that you're here.

Okay. Tonight, we invited the City of Oakland to participate. Unfortunately, they couldn't make it so there is a

slide announcing their participation but they're not here, okay.

I wanted to go over again some of the information that Paul presented and I wanted to let you know that the slide presentations that you see tonight will be available on the Caltrans Toll Bridge web page. And so, for example, in this project split-up or discretization or unbundling, if you wanted to get the name of the contract as we're stating it, it will be in those, in the slide shows so that you can follow through.

The first contract in the unbeveled or discretization of the YBI Building demolition. In parens you see (right of way) in Caltrans Bridge east right of way and that is a right of way contract to remove three US Coast Guard buildings and one state building executed as a right-of-way service contract.

The next contract is the SAS W2 structures, a contract to construct the self anchored suspension bridge land-based foundation, pier W2.

And the next is YBI substructure and viaduct retrofit. A contract to construct a replacement electrical substation on YBI near the westbound on-ramp and complete relatively simple bridge retrofit work near the YBI Tunnel. This work is combined due to the close proximity of the work, i.e., the subcontract work and the subcontract work and the retrofit are combined because they're close by.

There is the SAS E2/T1 structures. A contract to construct the self-anchored suspension bridge in bay

foundations, the main tower, T1, and pier E2 just to the east of YBI. The SAS super structures are a contract to construct the tower and super structure of the self anchored suspension bridge.

YBI structures, a contract to construct the temporary detour and permanent bridges on YBI. I talk about SAS YBI discretization. What does that mean? That is a word that almost sounds made up.

We had a meeting out on May 12 and at that time we distributed information to project 0402064 called the SAS/YBI. June 1, 2002 Brian Moroney announced that we were breaking up the project. We created smaller contracts that focus specific types of construction work to create more opportunity for DBE and small business participation. So I just wanted to define that term, the discretization or unbundling of the projects. I

wanted to go over the contracts that have already been awarded, that is, the pipe insulation demonstration project. That was awarded in and executed and completed. Right now the Skyway Project is in construction as is the geofill and the archeological excavation and business site. The future contracts that were unbundled or discretized from the SAS/YBI are listed below.

And then we have two future contracts, the Oakland touchdown and the existing bridge. Tonight's discussion relates to the W2 construction contract that we are planning to

advertise for bid this fall and the division of right-of-way service contract.

Again, that's SAS W2 structures and the YBI building demolition. We mean to advertise the W2 contract 040120C4 in September 2002.

Now, I was going over my slash presentation to a friend of mine and he asked why do you keep repeating that number 040120C4? Well, from my perspective, which is involved in the web page access and things like that, it's a very important number because that's how the information is conveyed or available to the user. And so I like to re-enforce that number because if you want to search our web pages for stuff, that's the number you're going to need, okay? The right-of-way contract is probably going to hit the street in late August or early September. I wanted to take some time to introduce some of the potential primes that are here today. And as I can see there's only one and that's from Modern Continental, Joe Manaroni. Would you please --

MR. MANARONI: My name is Joe Manaroni. I represent construction.

MS. PICKER: Okay. And then I wanted a show of hands. Actually, maybe if you're a potential DBE or DVBE or small business, if you wanted to stand up and say the name of your company. We're hoping for a few more people and just wanted to limit it to raise hands.

MR. DALBREAKER: My name is Ben Dalbreaker and my company is BD Hydraulics and I'm studying hydraulic equipment for lifting and moving heavy loads.

MS. PEER: Sure, I'll stand up. My name is Holly Peer. I'm with Feel PR and I've done a lot of construction, engaged in public information services for Caltrans and I'm certified under probably every certification you can get except Disabled Veterans business. I don't have that certification.

MR. PERRIS: Hi, my name is Wayne Perris and I own a Wayne Perris Cornerstone Transportation Consultant. And we provide engineering construction management services mostly for transportation projects, infrastructure projects, bridges, highways, airports, transit infrastructure, rail, etc. Our office is here in San Francisco. And we're a DBE and SBE. And everything else.

MS. PICKER: Sir, would you like to? Yeah.

MR. FARFIE: My name is Manny Farfie and midstation. I am based in San Francisco. We are studying office product. Anything used in the office. We have over 25,000 items in our catalog.

MS. PICKER: I'm happy to see you all here tonight. Yes.

MR. GULBENKIAN: I'm Jack Gulbenkian. I am Post Engineering and Post engineering assistant. The problem I have is the project has already been awarded to Quiett and they don't take our offer seriously.

MS. PICKER: Okay. Jack, tonight we're talking about

2 future contract projects that will be tested.

3 MR. GULBENKIAN: There is no extension that I know about.

4 MS. PICKER: We have a question and answer period and we
5 have a court reporter that will be taking those so that will be
6 the most effective time to talk about the concerns you have,
7 okay? Anybody else I missed out there that is a small business.
8 DBEs, aspiring consultant? Anything? Okay.

9 Just one more thing. I wanted to suggest a resource for
10 some of you. It is called how Caltrans builds projects. It is
11 available at www.dot.ca.gov/hq/bep/pvoj_book/overviewpdf. You
12 can pick one up outside of the signing table also.

13 I was expecting quite a few more people and wanted to
14 encourage people that had Internet access to go ahead and
15 download that from the Internet and save the copies for those
16 that might not have that. But since there are so few of us I
17 would say everybody grab one if you like one. It is an
18 excellent resource and helps you understand how we get things
19 done at Caltrans.

20 With that, I'd like to introduce Steve Hulsebus. He is
21 an office chief in the Stow Bridge Program. He is going to talk
22 about the Broadway portion of the contract.

23 MR. HULSEBUS: Good evening, everyone. I'm going to go
24 through some of the issues and talk about the roadway issues
25 related to this project. Again, we're focusing on Yerba Buena

0018 1 Island right here. And again, you've seen the slide before. We
2 talk about the right-of-way contract of demolition of buildings.
3 Those are the four buildings that are shown in here. And some
4 of the work associated with that is not only demolition of
5 buildings but there is asbestos that needs to be removed and
6 lead painting. There are three activities: Abatement of lead
7 paint, asbestos and building removal. And what we're focusing
8 our attention to is the W2 contract, which is the building the
9 foundation for the suspension bridge.

10 I just wanted to show you a few of the computer
11 simulation of what we've done of what the bridge is going to
12 look like and point out where this is in the context of the new
13 project.

14 Here you see the consistent structure and our column that
15 we're constructing with this project, the foundation and column
16 itself.

17 Another view from a different angle, again, it shows the
18 transition structure and you can see W2 here.

19 Yet another view as seen from Treasure Island, this one
20 really points out the fact that it's the western pier supporting
21 the self anchor suspension bridge. And I want to talk a little
22 bit about the condition on Yerba Buena Island.

23 When you go out there and get the job and you're working
24 out there, these are the things to consider. The terrain is
25 quite varied. It changes a little. It is quite steep in areas.

0019 1 Really the only flat areas in this area and a little flat
2 plateau on the eastern side of the island. Otherwise, it is
3 quite high and hilly. Access is a road. There is an active
4 Coast Guard base. Access to that base must be maintained at all
5 times and there is a lot of utilities buried under the ground
6 that will be impacted if you do any digging to replace this
7 foundation so utility relocation will be a part of the work on
8 the island.

9 There are also some environmental constraints which you
10 have to deal with if you work on the islands. The main ones I
11 want to point out are the historic district here and the
12 historic building over here. You can see the proximity of the
13 W2 contract and the historic building here which is referred to

as the torpedo building. It is an old building. It needs to be protected while we do the construction.

There is a couple of wetland areas along the shore lines here and here. And of course the Coast Guard base I mentioned before. This also shows the access road in blue. I'm sorry. In red and purple. This is the only access by vehicle from the bridge down to the work site.

There are special aquatic sites adjacent to the island which is shown in the green patches are hill grass beds. They sort of flank the island and it probably won't be a big issue for the W2 contract or for some of the other contracts that may require water access. And it will be a big concern for those

other contracts.

These are some of the items of work for this project. On nonstructural items of work we'll have a structural presentation we'll talk about the construction themselves. These give you a lot of the time you see a lot of fencing necessary that will be a part of this project. There will be some electrical systems, utilities relocation also. A lot of water pollution control measures in this project. These are all things that seem prime candidates for small business and DBE participation. There will be some drainage and hydraulic work as well. There will be moving pipe and putting in new pipes. These are sort of standard things in all of our contracts. And some other things.

One of the things I want to point out here is the videotaping. We will require videotaping of some of those historic structures before and after construction. We have identified certain measures for our excavation for foundations. We're looking at possibly using blasting and so we want to document the condition of these buildings before and after that, the blasting takes place, so videotaping and the details are identified in the specifications but we want that documented or a report prepared and it seems a pretty good opportunity for a small business to get that part of the project. We've seen some other things construction area, signs, cleaning, scrubbing, and so forth. That concludes my portion of the roadway items.

Now, I'm going to have a presenter will talk about some

of the structure issues. If there are any details, questions, I have a set of plans that I can talk about answering questions at that point. Thank you.

(6:18 p.m.)

MR. AMBUHL: Hi, my name is Dan Ambuhl and I'm specifications engineer for Caltrans. And I just want to give a brief presentation here, a brief description of the YBI Project overall and a few comments on the W2 contract, which, as Steve, I noticed, had mentioned which is the first contract that Caltrans will put out this fall. If you have, people mention this, but this is the form that we have for our questions, so if any of you that have questions, issues that you want to raise, please write them down and hand them in. This has also been pointed out before but I just wanted to reinforce that what we're talking about tonight is primarily the YBI structures. And if any of you earlier contractors outreaches and picked up any plans you would see this work divided into the elements shown, the YBI transition structure, the east bound on-ramp, the initial transition, the final modification to the final detour structures, so there are many, many items of work here. But we're just going to concentrate on a few of the larger and more general items today for the overall project.

And this picture here is just to show you where the YBI is in relation to the rest of the project. And again you've seen, you've seen this in other slides. But here it is again.

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1 On the YBI, on the temporary detour structures, this is on the
2 overall YBI. The towers and floor beams will be about 5,700,000
3 kilograms of structural steel. That's a lot of steel. So it
4 should be a lot of opportunity there for you folks to get
5 involved in that.

6 But on the piping on the HP 360 we have 6,200 meters
7 overall of these piles. And I don't know if a small business
8 could really get involved in that but that's major items.

9 On the permanent structure for the HP piles there is
10 14,500 meters of piles. And for the W sections we have 10,000
11 meters. So as you can see, there is a lot of piling on this
12 job. Our total concrete is 55,000 cubic meters approximately
13 and so what with materials and trucking and placing and forms
14 and all the other things that go with concrete, there should be
15 quite a few opportunities there for people to get involved.

16 We also have a total of approximately ten million
17 kilograms of bar re-enforcing steel so that just gives you an
18 idea of the magnitude of some of the items that we have here.

19 This diagram just shows you where the W2 is in relation
20 to the self anchored suspension bridges. The reason I brought
21 that up in my presentation is because we're concentrating on the
22 YBI. You can see from this picture that the W2, which is right
23 there is part of the self anchor suspension bridge so I just
24 wanted to make sure that that wasn't confusing to any of you.

25 Um, so getting, moving on to the W2, so the structure I

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1 have here on the W2, we have approximately 15,600 cubic meters
2 of structure excavation. This excavation is primarily
3 Franciscan complex rock and so standard excavation methods
4 wouldn't be adequate. We need something a little more than
5 that. The structure back fill we have 3,640 cubic meters and
6 that's pretty much a standard Caltrans item and would be handled
7 that way. What I have here I don't know if you can really see
8 this very well. This is a geologic cross section in the
9 vicinity of W2. W2 is located right about there on top of that
10 dromedary right there. So you can see from the cross section
11 that is pretty much rock. There is, I guess there is a couple
12 of meters of dirt on top. That is mostly rock. This is a
13 diagram that just shows the limits of the excavation and the
14 back fill and you can see that there's, there's a big difference
15 in the excavation of the back fill so all that stuff that is
16 excavated is going to have to be trucked off the island so that
17 is another opportunity, I think. Structure concrete at the W2,
18 there are -- there is approximately 7,220 cubic meters of
19 footing construction; 400 cubic meters of structure concrete
20 bridge and 770 cubic meters of structure concrete retaining
21 wall. You need to refer to the special provision for specifics
22 on mixed design, special placement requirements that we may
23 have, testing or other job specific requirements. That is
24 concrete.

25 Here I have a picture showing the elevation of W2. And

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1 this gives you an idea of the footing and column construction.
2 The columns are approximately 44 meters high and that's from
3 here to here. And the retaining walls, the only ones that I
4 have dimensions for is this one here and that is approximately
5 twelve meters so you can see that that's a pretty high retaining
6 wall.

7 This is another diagram that's an additional details of
8 the emphasis of on the retaining walls and cross section of the
9 column so here I can elaborate more about how the retaining
10 walls are constructed. Here is the retaining walls and that is
11 the column.

12 Okay. Bar re-enforcing steel at W2 is approximately
13 2,146,000 kilograms of bar re-enforcing steel on this contract
14 in the bridge portion and there is about 145,000 kilograms of
15 bar re-enforcing steel in the retaining wall portion. And here
16 I have just, I got a detail of the way the bar re-enforcing is
17 configured in the column, and a little bit in detail on the, I
18 mean cross section a little bit of detail.

19 For miscellaneous metal on this project there, on the W2
20 there is 176,000 kilograms. And that is, that's a lot of
21 miscellaneous metal. What, I think it primarily consists of the
22 ladders and the cages but I got to thinking about that and that
23 just seems a lot of miscellaneous metal for just the ladders and
24 the cages so I'm going to have to verify that that is correct.
25 You can see the ladders and the cages are right here. Here and

0025 1 here and there. And this miscellaneous metals is a standard
2 Caltrans item so that shouldn't be a problem.

3 I have another slide -- oops. That was the end of it. I
4 thought I had another slide but I don't. Anyway, that concludes
5 the structures portion of the presentation. Please remember any
6 questions you have, fill out one of these and give it to us and
7 we will respond during the question and answer period. Thank
8 you very much and I'll turn the presentation back over to Sarah.

9 MS. PICKER: Danny forgot to announce we are having a
10 question and answer period after all the presentations are over.
11 So if you have questions that you would like to pose to Caltrans
12 you would have the opportunity to do so. We prefer to get them
13 written down so we can make sure that the court reporter can
14 correctly transcribe it but we do accept questions that are just
15 verbal, too, okay?

16 Our next speaker is Algerine McCray. I'm sure I got this
17 right. And she represents Caltrans' Civil Rights Program. I'm
18 going to put the curser ahead real quick. Okay. So here is a
19 slide that Algerine won't be using but I want to have her
20 background.

21 MS. MCCRAY: Good evening. I'm Algerine McCray. I'm the
22 Deputy Director for Caltrans and you heard a lot of talk as all
23 the other presenters have come up and they talked about the
24 goals, what they, no one has told you why we have the goals so
25 along with telling you a little bit about our program I'll tell

0026 1 you why we have the goals as well.

2 The California Department of Transportation is recipient
3 of federal highway dollars. Major dollars. Which is the
4 funding for all that we've been talking about this evening. And
5 as a recipient we're required to have a disadvantaged business
6 enterprise program. That goes to the DBE portion that you see
7 on your agenda. In that particular program there are a lot of
8 pieces. The rules that govern the DBE program are the rules
9 that govern the program nationwide, not just in California. So
10 49CFR part (f) describes what we do as a recipient in order to
11 spend no less than ten percent of our contract dollars with the
12 DBE unit, okay? But to that end, we also want to be sure you
13 understand there's state monies in some of these projects as
14 well. And there is state law that also requires both.

15 On the state side I want to make share you understand,
16 keep the money separated, because that's how you can tell what
17 goal is on the project, okay? So when you're talking federal
18 money, you're talking DBE disadvantaged business. When you're
19 on the state side and you're talking state monies only, you're
20 talking Disabled Veteran business goals as well as small
21 business, okay? Two separate types of rule, one state, one
22 federal, requirements are different. Okay.

23 You also need to understand that if you mix up the money

24 or you put state and federal monies together, if it becomes a
25 federal project, because federal law supersedes state law, okay,
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1 and very simplistic for you so when you hear us advertise a
2 project and we're talking about the local, where the money comes
3 from, that can help you determine what kind of goals will be on
4 that project.

5 As an example, in May 2001, our governor issued an
6 executive order requiring state agencies or state government to
7 do 25 percent of our contract opportunities with small business
8 in the State of California. So all those on this project will
9 be discussing this evening is a federal project.

10 We are also very much interested and committed to
11 spending as much of our monies and our opportunities in small
12 businesses as well. In other words, we want to see as much DBE
13 participation, as much DVBE and small business, okay? But
14 remember, the focus on this particular project is federal. And
15 it is a DBE goal. Okay?

16 As we go through, one of the things also that we want to
17 call to your attention is the seriousness of this. As an
18 example, small business comprise nearly 98 percent of all the
19 business in the State of California. 98 percent. Which means
20 from where I sit, small business is driving the economy of this
21 State so we certainly want to be spending our dollars in that
22 community.

23 Along with 98 percent being most of the business, 57
24 percent of all the employees who work in California work with
25 small business. Another reason we keep talking about benefits,
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1 another reason for us to spend our dollars with small business.

2 And of course, just so that you understand, one of the
3 requirements for DBE is that they are a small business so we're
4 looking at both sides, okay?

5 And as we go through this, and there's going to be a
6 question and answer period, I understand, as we go through this
7 I encourage you, especially because I only heard two entities
8 talk about being certified around the world already so
9 understanding that in order for the dollars that we spend with
10 your business to count for the goals of the settlement project
11 you must be a certified business. You must be certified as a
12 DBE, a DVBE or small business. Okay.

13 Now Caltrans does the DBE certification. The California
14 Department of General Services does the small business and DVBE
15 certification. So either of the three that you're interested in
16 I would suggest, because there are copies of the application and
17 information on the table outside, you should get a copy of the
18 application and see where you fit and please fill it out.

19 We'll also, those of you in this area who may need some
20 help, we have a consultant who is there to help you with the DBE
21 certification. That service is free as Caltrans has already
22 paid for its service, okay? Triaxial Management, Nathan, will
23 help you and he represents Triaxial Management and they will
24 help you with your DBE certification, okay.

25 49 CFR also requires every state, not just California, to
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1 offer one stop shop in terms of certification to all the
2 applicants. And that means one application, one process, one
3 decision, and all the recipients of transportation dollars in
4 that state will abide by that decision. The three modes that
5 that involves is aviation, transit and highways. In California,
6 the California Department of Transportation, that is the
7 database manager for that process. So the certification
8 directly that is published by us is the only official DBE
9 directory in the State of California. And that will cover all

the DBE certified by any transportation recipient in this State, okay.

California also has the only approved unified certification program in the country. That was implemented January 1, 2002. And that means that any applicant that applies to any of the federal recipients or transportation in California only needs to be certified by one entity and it will be recognized by all the other entities in the state.

And as I said, in order for the dollars that we spend to you, to account for the goal, you must be certified so we encourage you strongly because we not only want to do business with you because we want to count that as participation. It is a win win situation. You win in terms of the contract; we win in terms of participation. So to the end that we can help you in any of those endeavors we're here. We want to be part of the networking, and we will also offer to any applicants who are

interested in bidding on any of the Bay Bridge projects an expedited process of certification. So if you fill out an application for certification as a DBE, if you put on the top of your application SFOBB, we will expedite that application, okay?

Thank you and we look forward to seeing you participate in our projects. (6:36 p.m.)

MS. PICKER: Thank you Algerine. Our last speaker is Kris Kuhl. He is from the office of the Office Engineer.

MR. KUHL: Office Engineer.

MS. PICKER: He is from the Office Engineer and let me just scroll forward.

MR. KUHL: Thank you. Thank you, Sarah. Good evening everybody. Again, I'm Chris Kuhl with Office Engineer. Part of the Division of Engineering Services staff are with me this evening. In the back is Jeff Reese and Jeff will be making his presentation tomorrow at the Oakland outreach. We're here tonight to talk about the W2 foundation for the SFOBB. And we're going to talk specifically about the contract, advertising for the contract, award phase of this project. And then when we get to the question answer portion of tonight's program, we'll be happy to answer any questions that you have.

The Caltran's mission is to improve mobility across California. And the Office of Engineer contracts to that mobility by providing contracts that are come ready to bid open to all licensed contractors and that these contracts meet all

the legal requirements by the State of Cal and the federal government.

As Algerine said, and the prior speaker said, this is a federally funded project so if you follow the money, this is a federal aid project and we will have a DBE goal. Fancy graphics, simple message. What we're trying to show here is that we have several steps in the contract advertising process. Right now we're gearing up for the advanced advertising phase. In other words, contractors, vendors, that are interested in this project will start to get information on our bidders' list about the projects coming up that it is going to advertise toward the end of September. Our advertising release date on September 30 contractors can pick up plans, specs and proposal books from our plans camera and order them by fax.

You can also go on line to the Office Engineer web site and view these plans and those specifications and a list of the items after the advertising date. We expect about a nine-week advertising on this project. It is a larger than average project so we'll have a little bit more time for contractors to prepare their bids. And we currently expect open bids on December 3 of this year.

22 Again, this is a large complex project. And normally we
23 try to work. Probably we always try to work a project as
24 quickly as possible. Because of the complexity and size there
25 may take a little bit than thirty days to two weeks contract

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1 work. All of our bid openings that Caltrans conducts are in
2 public and the California bid openings are held in Sacramento
3 and you're always welcome to attend them. They're usually held
4 on Tuesdays and Wednesdays. Again, the bid for the W2
5 foundation contract will be on Tuesday, December 3. And that
6 will be in our basement auditorium, Caltrans building, down in
7 Sacramento.

8 After we open bids, a few important things occur. We
9 verify the bids. We make sure that everything is mathematically
10 correct and that the individual items entered by the contractor
11 add up to the total that they've given us.

12 After we do the verification, we post the information on
13 our web site as well on our bid hot line and everybody that bids
14 on our projects gets a copy of the bid summary. And, of course,
15 anybody that is interested could go on line or go to the hot
16 line and get the bid result information.

17 I would just like to take a minute and talk about our
18 word process. Those of you that may not be familiar with the
19 heavy construction process, it is somewhat complex and it might
20 be a little bit mysterious so I'll just take a minute to go over
21 that a little. Again, we receive the bid, we make sure that it
22 is complete and signed, that we have a bid bond from a qualified
23 surety within the State and that everything is complete and
24 correct and that our contractor has an appropriate license for
25 the State of California.

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1 Again, this is a federal aid project. We'll have the
2 LDBS again so we'll be verifying compliance with the DBE
3 requirement and Algerine's Program of Civil Rights Office, they
4 will be verifying the DBE goal and that it was met. And any
5 protests that come along, we will address before contract award.
6 Sometimes with a complex contract we have pre-bid meetings and
7 we may be having one with this project. It is to be announced.
8 No dates have been set at this time.

9 Again, this being a complex project we will require the
10 prime contractors, the three prime contractors to put their bids
11 out and that information will be contained in the special
12 provisions of the projects.

13 After the contract award, we move toward the approval
14 phase and the contractor signed keeps the document and then we
15 move on to construction.

16 All of you on your way in were able to pick up a handout
17 about the different web sites that Caltrans has information
18 regarding navigating our web sites. A lot of great information
19 is there. I'm just highlighting the Office Engineer web page.
20 And in addition to getting bid results there and finding out
21 projects coming up for bid you can also review plans,
22 specifications lists of items. There is a lot of bidder
23 assistance information there as well as links to civil rights,
24 to the Department of General Services and such.

25 And in speaking of information, we have a brochure, a lot

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1 of great information is in here regarding phone numbers, web
2 addresses and such. I encourage everybody to pick one up at our
3 table before you leave and I want to thank everybody for your
4 time. And, again, we're going to have a question and answer
5 period in just a minute. And as the previous speaker did, we
6 really look forward to doing business with you very soon. Thank
7 you very much. (6:43 p.m.)

8 MS. PICKER: Okay. I wanted to open up the floor to any
9 questions that any of you might have or, Jack, if you just have
10 any general comments you want to make, please, this would be the
11 appropriate time. Those I want to check if you got any green
12 cards. Here is one.

13 MR. GULDENKIAN: I wasn't finished. Right, my third
14 question I'm finished. (Jack hands her a card.) Thank you.

15 MS. PICKER: Okay. Okay. I'm not going to be able to
16 answer some of these questions so I'll look to some of the other
17 participants perhaps to answer them or if we can't answer them
18 tonight, then please look for future information on the Tow
19 Bridge Web page, okay?

20 First question is from Mr. Wayne Perry, Cornerstone
21 Transportation Consulting. And he asks, "Describe the quantity
22 and scope of the inspection service contracts to be issued."

23 I can tell you right now we're not going to have an
24 answer to that one. Okay. Because we have an AE contracts and
25 inspection services would be contracted through that, okay?

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1 Okay.

2 And the next question, he asks is "Who determines the
3 eligibility fit for matching SBE, DBE, DVBE with opportunities?"
4 Okay. And I, I'll take a shot at answering it but I don't want
5 to say something wrong so I'm going to ask Algerine to come up
6 and give that.

7 MS. MCCRAY: You're going to have to help me because I'm
8 not sure what you mean when you say "matching".

9 MR. PERRY: Let me clarify. Gosh, I don't remember which
10 speaker it was, but someone got, I think it was Chris who got up
11 and said, "Here is a list of opportunities or project scopes of
12 work".

13 MS. MCCRAY: Okay.

14 MR. PERRY: And, by the way, here is one that is maybe a
15 good opportunity for small business, I think it was, and it was
16 the videotape one. And so I, and I saw a list of other ones
17 that I thought other small businesses can participate. My
18 assumption is that you meant for that item, that would be a
19 small business opportunity for or for a small business to be a
20 prime, I assume that's what you meant because I saw a list of
21 other scopes of work on the list, some of which I know were
22 provided by other small local businesses at the San Francisco
23 Airport where we were participating in a lot of contracts so
24 lots of these contractors were participating on that project so
25 that's why I asked the question who makes the determination on

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1 the capabilities and the fit of the small business, the small
2 business in the Bay Area. And the opportunities that are listed
3 on the projects.

4 MS. MCCRAY: Two things here, not matching any specific
5 businesses with opportunity. What they're referring to is the
6 work item itself is small enough for a small business to be able
7 to bid on that item. Okay. As an example, one of the
8 controversies on one of the prior projects is the smallest bid
9 item was \$50 million. Automatically, you're not talking about a
10 small business. When you're talking dollar value in terms of
11 the size of the scope of that work. Okay. So as an example and
12 I'll give you an example doesn't mean that is cast anywhere.
13 Say \$10 million and less, because that's the State's definition
14 for a small business, okay? That's what we're looking at.
15 Where does it fall? The size of the work that is involved
16 because you remember, you're talking about responsible,
17 responsive bidders. You're not talking about us matching up
18 anything. Okay?

19 MS. PICKER: Mr. Kuhl can answer that.

20 MS. MCCRAY: He's about to raise his hand.
 21 MR. KUHL: And in regards to matching up, the only thing
 22 I might add to what Algerine said is because this first project
 23 hasn't been advised yet, we have not said DBE goal but at some
 24 point we will look at all the items of work that is in the
 25 project and we will set the goal based on the items of work in
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 1 there, what could be subcontracted, okay. And we will look at
 2 the individual items as well as a match between who's available
 3 to do that kind of work in the community and that will help us
 4 set the goal for the project.
 5 MS. MCCRAY: And, Wayne, that goes back to me telling you
 6 we are the directory managers so all of the available DBEs in
 7 the State of California reside in our database.
 8 MR. PERRY: Right.
 9 MS. MCCRAY: So we know not only who is available but
 10 where they are. Okay.
 11 MR. PERRY: Just a following question. The reason I
 12 further ask that question is, for example, at the airport there
 13 were firms that did not have a particular skill set or a
 14 particular area of expertise that after a project at the airport
 15 or someplace else they may have been matched with a firm either
 16 as a subconsultant or subcontractor or as a joint venture
 17 partner. And though they normally would not have been able to
 18 handle a hundred million dollar project, because of that
 19 experience that they gain on that one hundred million dollar
 20 project at the airport they may be qualified to partner with
 21 another firm as a joint venture or some other major role.
 22 The reason I even bring that up is because sometimes we
 23 may overlook the fact that we see a big firm who may be teamed
 24 with a smaller firm but the smaller firm may not be recognized
 25 as being capable to doing that kind of project so I would
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 1 encourage the Caltrans look at those companies that perform
 2 other projects, perform on other projects with other larger
 3 companies and they have the experience and may not be done for
 4 that kind of work.
 5 MR. KUHL: But we're also back to the bidding process.
 6 We encourage joint venture. We're fine with that. You could
 7 merge with a bigger business and bid on an item. But in the
 8 meantime that is an assumption by us.
 9 MR. PERRY: Maybe I'm using the wrong word selection or
 10 if it -- I'm really speaking outreach.
 11 MR. KUHL: Which is why we're here. Okay?
 12 MR. PERRY: All right.
 13 MR. KUHL: Anything else along those lines? Okay.
 14 MS. PICKER: Okay. And Wayne also had another question
 15 and it was "What mentoring programs are there?" And again that
 16 would be something for Algerine.
 17 MS. MCCRAY: We are in the process of implementing a
 18 mentor protegee for this area as a matter of fact. And we've
 19 selected several protegees but we're open, our process to
 20 continuous applications from prospective protegees. Okay.
 21 We're also looking for other mentors. It's a pilot in terms, we
 22 want to start up here. We want to focus in the Bay Area and all
 23 of the opportunities in the Bay Area. We're looking for
 24 applicants and we're talking about it's a volunteer agreement
 25 but it is very formalized and there are three parties involved
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 1 in this: Caltrans, associated general contractors as well as
 2 the protegees. I saw a hand over here. Did you want to ask a
 3 question about the mentor project?
 4 MS. HOLLY PEER: Yeah, how do you find out about the
 5 mentor protegee program?

6 MS. MCCRAY: She's got an application.

7 MS. ZETO: I have more information if you want to talk
8 afterwards.

9 MS. MCCRAY: We also, it is listed on the web site as
10 well that we put it up there. Okay. But it encourages you if
11 you are interested, we are doing a continuous acceptance of
12 applications.

13 Okay. The second part of that we will have a pilot also
14 in the Los Angeles area. Our focus right now is here. Okay.
15 Yes.

16 MR. ESSANDOH: The federal government has a pretty
17 good -- you may -- has a pretty good mentor protegee project.
18 I'm wondering, will you consider doing some sort of benchmarking
19 with other agencies that maybe have, you know, successful mentor
20 protegee programs? When I say mentor project, I expand that to
21 include training programs for college students to get experience
22 on this kind of project.

23 MS. MCCRAY: Right now we're looking at construction and
24 in this area we already benchmarked with the Port of Oakland in
25 Oakland. We develop our program around their successes has been

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1 in business doing this for ten years through the DBE portion.
2 Okay. So that's where we're going with it. Once we have it
3 under our vest and we are comfortable, we know where we're going
4 and where we're going since we haven't done this before, we
5 would like to have some success behind us and we're certainly
6 open to other entities once we get that going.

7 Okay. Any other DBE questions? Small business? DVBE?
8 Thank you.

9 MS. PICKER: Okay. This question is from Holly Peer and
10 her question is, "Is there a public relations component in these
11 contracts?" And I'll just mention that the Caltrans is planning
12 to enter into a construction contract with a prime contractor
13 and the prime contractors have their own ideas about any public
14 relations or public information. And so there isn't specific
15 items of that, but you may want to talk to some, the prime that
16 is here and ask him about what he -- about their plans.

17 MS. HOLLY PEER: Thank you.

18 MR. HENSLEY: I would like to just make one mention that
19 we do have two public relations contracts for the seismic
20 retrofit of the San Francisco Oakland Bay Bridge. One is part
21 of the overall contract, a subset of that is from the public
22 relations contract for the east span of the Bay Bridge, on the
23 west span and the west approach and the central freeway we put
24 out an RFP just to award a contract recently to those two but
25 they're contracted already. It was nice to see you again,

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1 Holly.

2 MS. PEER: Nice to see you, too.

3 MS. PICKER: It's always reassuring to get an event like
4 this. We have a lot of experts that can jump in when you're not
5 exactly right.

6 Okay, the last group of questions is from Jack Gulbenkian
7 and let me spell that for Starr, okay. You want to, Mr. Jack
8 Gulbenkian, and the spelling is G-u-l-b-e-n-k-i-a-n, and he is
9 with PSI.

10 MR. GULBENKIAN: That means Prester Service
11 International.

12 MR. HENSLEY: Let me mention a few things. I know on
13 your questions here we've had a lot of correspondence back and
14 forth regarding this issue with you and we've responded to all
15 the concerns that you raised and we looked at it and said thank
16 you but no, we're proceeding with the design as we've done it
17 and it will be constructed that way. I can certainly answer

these questions separately if you want or we can answer them by letter to you. This meeting today is just for DBE participation and construction contracts, DBE construction, small business. It is not for redesign of the construction on the bridge itself.

MS. PICKER: Thank you, Paul. That concludes our presentation and our question and answer session. I encourage all small business, DVEs or DVBES to network with one of the prime contractors that we are hoping is going to bid on the

Yerba Buena contract and have some tables out in the forum where if you want to understand Caltrans processes or understand how to apply for a small business or DBE application, we're out there to support you. And I appreciate those of you that did show up. Good night.

(Applause.)

(Whereupon, at 6:56 p.m. the meeting concluded.)

REPORTER'S CERTIFICATE

I, STARR A. WILSON, CSR No. 2462, a Certified Shorthand Reporter, certify;

That the foregoing proceedings were taken before me at the time and place therein set forth, at which time the witness was put under oath by me;

That the testimony of the witness, the questions propounded, and all objections and statements made at the time of the examination were recorded stenographically by me and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any attorney of the parties, nor financially interested in the action.

I declare under penalty of perjury under the laws of California that the foregoing is true and correct.

Dated this thirteenth day of August, 2002.

Starr A. Wilson, CSR No. 2462